

DaimlerChrysler AG

Patent Claims

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1. A driver's cab supporting structure for a commercial vehicle, in particular for a heavy commercial vehicle, a safety cell (4) being arranged in a driver's cab (1) with a front region (2) and a rear side (3) facing a loading region (38),
10 characterized
in that a seating region (13) is surrounded by a stiff, cage-like safety cell (4) to which a deformation region (5, 17) for absorbing deformation energy is connected
15 between seating region (13) and loading region (38).

2. The driver's cab supporting structure as claimed in claim 1,
characterized
20 in that the safety cell (4) is arranged displaceably with respect to a vehicle frame (43).

3. The driver's cab supporting structure as claimed in claim 1 or 2,
25 characterized
in that the deformation region (5, 17) comprises part of the driver's cab (1).

4. The driver's cab supporting structure as claimed
30 in claim 3,
characterized
in that the driver's cab (1) is designed as a deformation region (5) in a living or sleeping region arranged behind the seating region (13).

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5. The driver's cab supporting structure as claimed in one of the preceding claims,
characterized

in that a part of a longitudinal member (30) behind the seating region (13) is designed as a deformation region (17).

5 6. The driver's cab supporting structure as claimed
in claim 5,
characterized
in that the deformation region (17) is arranged between
the seating region (13) and a support (42) against a
10 vehicle frame (43).

7. The driver's cab supporting structure as claimed
in claim 5 or 6,
characterized
15 in that the longitudinal member (30) has an absorbing
region (29) which is mounted upstream of the safety
cell (4).

8. The driver's cab supporting structure as claimed
20 in one of claims 5 to 7,
characterized
in that the longitudinal member (30) is of L-shaped
design, with a first limb (29) of the longitudinal
member (30) being placed in front of the safety cell
25 (4) and the safety cell (4) being mounted on a second
limb.

9. The driver's cab supporting structure as claimed
in claim 1,
30 characterized
in that the safety cell (4) is designed in the manner
of a cuboid, with cuboid edges being formed by roll
bars (9).

35 10. The driver's cab supporting structure as claimed
in claim 1,
characterized

in that the safety cell (4) is formed from a separate driver's cell (10) and a separate passenger's cell (11).

- 5 11. The driver's cab supporting structure as claimed in claim 1, characterized in that an additional deformation region (6) is mounted upstream of the safety cell (4).